

CLAIMS

1                   1. A device for height adjustment of a vehicle seat, comprising  
2                   a drive motor; transmissions having different lifting strokes and operating  
3                   synchronously, one of said transmissions reaching an abutment earlier than  
4                   the other of said transmissions; a housing provided for said transmissions  
5                   and having abutment surfaces; and an abutment surface being arranged so  
6                   that at reaching a maximum position of a vehicle seat a transmission housing  
7                   element abuts against said abutment surface so that a braking moment  
8                   which exceeds a drive moment of said drive motor is produced.

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4                   2. A device as defined in claim 1; and further comprising a  
threaded sleeve which receives a threaded spindle of one of said  
transmissions; and an abutment surface which is located at an end side  
opposite to said threaded sleeve.

3. A device as defined in claim 2, wherein said threaded sleeve has a base region provided with force receiving location.

4. A device as defined in claim 3, wherein said force receiving location is formed in an outer tooth set which cooperates with a worm drive.

5. A device as defined in claim 1, wherein an abutment of said housing element against said abutment surface is performed by deformation of said housing element over a tensioning path s.

6. A device as defined in claim 2, wherein a contact location between said abutment surface and said housing element is provided at a radius with respect to an axis of symmetry of said threaded spindle.

7. A method of blocking a drive moment with which two transmissions are driven synchronously and produced different lifting strokes, comprising the steps of providing abutments at a housing of one of the transmission to define a maximum positions; and producing by a contact of a deformable housing element with an abutment surface a braking moment which exceeds a drive moment of a threaded spindle.

8. A method as defined in claim 7; and further comprising  
deforming the housing element by abutting an abutment surface of a bearing  
flange against the abutment of one transmission housing.

9. A method as defined in claim 7; and further comprising  
providing a contact region between surfaces which produce the braking  
moment at a radius  $r$  with respect to an axis of symmetry, which is selected  
so that the braking moment exceeds the drive moment

10. A method as defined in claim 7; and further comprising providing in a contact region between the surfaces which produce the braking moment, coatings which increase friction.